

## RAILROAD DEPARTMENT

### LOOKING AFTER WELFARE OF EMPLOYEES

Santa Fe Puts in Work for Men Wherever Possible.

E. P. Ripley, president of the Santa Fe system, is quoted recently as saying:

"The Santa Fe Policy. "One of the most serious conditions which this country is facing today is the indifference and the disregard which the employers have for the interest of the employee."

"The Santa Fe," continued Mr. Ripley, "hopes to establish a better esprit de corps among the employees and expects that a liberal pension system will have this tendency. We have on this system as much loyalty as most railroads enjoy, if not more, but it is not what it should be. The lack of loyalty among employees is a condition from which all corporations are now suffering, and it presents a most serious problem."

"Railroads are the pioneers of civilization and commerce, in America; they pierce mountains, blaze a way through the forest and establish a highway through the arid plains and the desert regions of the southwest. They are antennae or feelers, through which human society reaches out and extends its domain over untrammeled nature."

**Combating Evil.** "The hardy and adventurous, the bold and the wild, among our race, become prospectors, miners, ranchers or settlers, or they serve the railroad which serves it. This life, hard and rough, encourages the lawless and incubates the saloon and attendant social evils. It was hardly uncommon in a frontier town to find a saloon, a house of prostitution, and a gambling house, and to their temptations the railroaders, because of their extremely unsettled and nervous life, is especially subject. For instance, in one desert town, there used to arrive each month on payday morning, from a large Pacific coast city, about twelve hours distant, a number of detrimental and gamblers who spent the next few days shearing their victims."

"To combat the evils of the saloon and to encourage men of the superior class, with families, or without, on the western road, the Santa Fe, has gone extensively and expensively into the construction and maintenance of reading rooms, recreation halls, hospitals, and company cottages, and of parks and pleasure grounds around the station, shop and offices."

**At the Needles.** "A station called the 'Needles,' on the banks of the lower Colorado river, in the heart of the Arizona-California desert (the haunt of the Mojave Indian) about one hundred miles southeast of Death Valley, being a shop and division point was typical of several conditions. It was said that the railroaders' experience was not complete until he had spent some time there; that a machinist who could hold on there for three months would be promoted to master mechanic. The summer heat is intense, yet not notwithstanding these severe conditions the climate is salubrious, and winter ideal."

"The company has built at this point without regard to expense, one of its finest recreation halls, in the Mission style; a hospital is maintained, parks have been grown, the shop grounds have been beautified and cottages have been built. At other points, where the conditions are severe, similar measures have been taken, as at Winslow, Ariz., and at La Junta, Colo."

#### SANTA FE NOT DIVERTING MEXICAN CENTRAL CARS.

The Santa Fe railroad is strenuously denying the statement made by the Mexican Central railroad that the American line was diverting cars that were sent across the border loaded with zinc ore for the Kansas City smelters and were using these cars for their own traffic.

This was given as the reason for the recent embargo issued by the Central against zinc ore, but the Santa Fe denies that it has anything to do with the movement of the ore and that the only cars that they have appropriated for its own use have been its cars that have been in Mexico and have come out loaded with zinc.

The Santa Fe is not a party to the cheap rate that has been made by the Central and the Rock Island for the handling of this class of freight and all the road has to do with the movement is to switch it to the Rock Island from the Central at the international bridge at El Paso. When the ore came loaded in Santa Fe cars they were promptly switched to the transfer track and loaded into Rock Island cars for shipment over that line.

The real cause of the shortage, as given at the A. T. & S. F., is that the Mexican Central has been depending largely upon foreign equipment for the moving of this as well as a large part of the commercial class of freight and when the foreign cars are sent to the United States they are diverted to the owning lines and are not returned to the Central.

#### POSTAL CLERK ON SANTA FE CENTRAL NAMED.

One of the two postal clerks assigned to the railway mail service to be established on the Santa Fe Central railway October 1st, will be Eugene O. Conroy, formerly register clerk in the Albuquerque postoffice, but recently appointed a clerk in the railway mail service. He has gone to Denver to receive instructions from Chief Clerk Putney, who is in charge of the western division of the railway mail service.

#### ILLINOIS EARNINGS DROP UNDER NEW FAIRER.

Bloomington, Ill., Sept. 19.—Many Illinois railroads are asserting that their passenger earnings are greatly reduced as a result of the 3-cent law and they will probably ask that the law be repealed at the coming session of the legislature. The Burlington is said to be one of the roads which finds the new law injurious.

but two stations, according to report, showing an increase. These two are Wyoming and Mendota. The supporters of the law answer the claims of loss by asserting that if the roads had retained Sunday and other short-limit excursions, the earnings would not have shown any decline, but, on the contrary, a gain. There will be a sturdy opposition by the public to the restoration of the 3-cent tariff. The three months' trial will end September 30.

#### RAILROADS ESTABLISH BIG TREE NURSERIES.

Washington, D. C., Sept. 19.—For four years railroads have been co-operating with the government in investigating the present supply, the possibilities of planting trees for the future, and methods for prolonging the life of ties through mechanical devices to lessen wear and through preservative treatment.

One of these, the Pennsylvania, is the first to appoint a forester. Already 500,000 trees have been planted; and 681 acres of land near Altoona, Pa., will be stocked with spruce and white oak in the next two years. The Santa Fe railway has recently purchased 8,330 acres near San Diego, Cal., on which to grow timber for its own use. A tract of 2,600 acres will be planted to eucalyptus. The Lehigh Coal and Navigation company will plant 378 acres in Carbon and Schuylkill counties, Pa., with chestnut, European larch and Scotch pine.

The Delaware and Hudson company was led, by the results of a co-operative study with the forest service, to appoint a forester. The Philadelphia and Reading Coal and Iron company has been investigating how mine props may be made to last longer through impregnating with creosote by the "open tank" treatment. Plans have been made for the erection of a plant, with a capacity of about 800 cubic feet a day.

**M. K. & T. ACCEPTS NAME "KATY" AS INEVITABLE.** The Missouri, Kansas & Texas railway company, after having abandoned the term "Katy" for its system some two years ago, has adopted it again, in spite of the fact that thousands of dollars were spent in changing signboards, many hundreds of which were scattered throughout the southwestern country, bearing the "Katy Route," "Katy Flyer," "Katy Girl" etc.

There was no getting around it. The public had accepted the name "Katy" and would not stand for its abolishment, so that after two years of struggling to get the people to accept the official name, "Missouri, Kansas & Texas," the company has given in to the inevitable, and again the famous southwestern route is known as "The Katy."

**APPRENTICES GIVEN INCREASE OF WAGES.** Topeka, Kan., Sept. 19.—Apprentices in all the shops on the Santa Fe system have been granted an increase of two cents per hour dating from September 1. This increase is entirely voluntary, no demands having been made on the company by any of its apprentices.

The announcement of the intended resignation of G. R. Butler, chief despatcher of the Santa Fe at San Bernardino, Cal., will come as a distinct surprise to all his friends. Mr. Butler has tendered the company his resignation to take effect the 15th of next month, when he will take up his new work with the Colton Cement company, where he will have charge of the transportation department. Mr. Butler has been one of the most trusted officials of the Santa Fe, having been with that company for over 22 years. He has held his present position at San Bernardino for about six years. No intimation has yet been given as to who will be appointed to succeed him.

Probably no railroad in the west is known by so many names as the Santa Fe, Pacific Coast line. It is called in New Mexico the Santa Fe, Eastern Railway of New Mexico, and El Paso Cut-off, and across the line in Texas in reality the same road is known as the Pecos Valley and North Texas, the Southern Kansas and Texas railway.

R. J. Smith, of Waterloo, Iowa, has been transferred from an Iowa line to the Santa Fe. He is now in Raton and will assume an important place as soon as his strength will permit. Mr. Smith is suffering from a severe cough, which was the direct occasion for his transfer to that high altitude.

Merle Keeney, a Santa Fe fireman, was called to his former home in Kansas by a telegram announcing his father's death. He left on Monday night, accompanied by his cousin, Wale Keeney, an engineer in the employ of the Santa Fe at Raton.

J. F. Whitford, general round house inspector, and Frank Boyd, general supervisor of the round house for the car department for the western division, were in Las Vegas yesterday, returning to Albuquerque last night.

Tom McMahon, at one time a conductor on the Santa Fe out of Raton, and later a peddler of enlarged pictures, showed up in Raton Monday with a baggage car full of a street fair.

Superintendent Eitner of the Santa Fe returned last night to Albuquerque after a business visit in El Paso. Mrs. Eitner and child joined him there yesterday and returned home with him last night.

James Wachter, who is now storekeeper for the Santa Fe in Raton, was called to Winfield, Kan., yesterday by the serious illness of his wife, who is visiting there.

H. D. Sheppard, formerly a railway clerk for the Santa Fe, is suing that company for salary, which he claims to be due him.

Fireman Fields, who works in the Las Vegas yards, left this morning with his wife for a trip to Missouri.

The Las Vegas wrecking crew is working at Shoemaker where a rear end collision occurred on the siding.

Conductor S. A. McDonald was returning yesterday and has returned to work at Las Vegas.

Arthur Muldoon, engineer on the wrecking crew, left yesterday for a trip to California.

Engineer Hawksworth, of the second district, is laying off on account of sickness.

## PERSONAL Paragraphs

Miss Cora M. Duncan returned to Las Vegas yesterday from Manson, Iowa.

Rafael Vigil, a farmer living on the Arroyo Hondo, Taos county, is in Santa Fe.

Archie Tally, of Las Vegas, left this morning for a trip to Washington and New York.

Judge E. V. Long returned to Las Vegas last evening from attending court at Clayton.

Captain Brunton returned to his home at Shoemaker today after a short visit in Las Vegas.

L. P. Yarger, of Greenwood, Miss., spent a few hours in Las Vegas yesterday on his way to Silver City.

J. D. Hand and wife, Mrs. H. L. Mills and Mrs. Lee Nutter, of Los Alamos spent yesterday in Las Vegas.

Misses Florence and Miriam Goldberg of Chicago, arrived in Las Vegas yesterday on a visit to their cousin, Ike Davis.

Mrs. J. S. Reynolds and daughter, Miss May, and Miss Juliette La Rue arrived in Las Vegas this morning.

V. L. Bean, the skating rink proprietor, returned to Santa Fe last evening from a trip to Needles, Cal.

Mrs. Thomas P. Gable, of Santa Fe, left this morning on a visit to friends at Kansas City and Holton, Kan. She expects to be gone several weeks.

N. C. Prenger, an attorney of Las Cruces, is in Santa Fe. He is a nephew of Mrs. Numa Raymond and came to visit Mrs. Raymond and Miss Prenger.

Dr. A. A. Baker, a practicing physician of Bradford, Pa., is a visitor in Santa Fe, and may decide to locate in that city or some other point in New Mexico.

Jesse McGee, who has a homestead entry near Estancia, was in Santa Fe yesterday on business. Mr. McGee settled on his homestead three years ago and has made commutation final proof thereon.

Superintendent of Public Instruction J. E. Clark left Santa Fe this morning for his old home at Milan, Mich., where he will spend a vacation of about three weeks. His wife went there about two weeks ago.

Mrs. T. B. Calron, accompanied by her son, Fletcher, left Santa Fe this morning for New Haven, Conn., where she will place the young man in Hopkin's Grammar school, a preparatory school for Yale university.

The following have been appointed notaries public by Governor Curry: Frank de Holsinger, Santa Rosa, Guadalupe county; Senobia Salazar, of Guadalupe, Mora county; J. T. Satterwhite, of Plainview, Chaves county.

Richard Rudolph, son of Chas. F. Rudolph, is in Las Vegas from East Texas where he holds a homestead position in the lumber camps. Mr. Rudolph is suffering a general run down and is a guest at the home of Jose A. Baca, Jr.

Mr. and Mrs. C. H. Boyd, tourists from Fort Smith, Ark., who have been spending several days sightseeing in Santa Fe, left this morning in a mountain buckboard for Pajarito Park, where they will explore the ancient cliff dwellings.

John H. Walker, the civil engineer and surveyor, returned to Santa Fe last evening from Taos county, where he has been for some time surveying a tract of land belonging to the Taos Valley Land and Irrigation company which it is proposed to put under irrigation.

Mrs. J. A. Canning arrived in Las Vegas on the limited this morning from Elizabeth, N. J., called there by the illness of her son, Edgar C. Canning. Mrs. Canning was not aware of her son's death, which occurred Monday morning, until she stepped from the train in that city.

Col. W. A. Glassford, signal corps, United States army, chief signal officer of the department of California, stationed at the Presidio, San Francisco, is in Santa Fe for a short visit with friends. Colonel Glassford was stationed here in the early eighties as lieutenant of the signal corps and in charge of military telegraph lines in New Mexico and Arizona.

Thomas W. Voetter, who has been appointed consul at Saltillo, Mexico, and whose present position at the U. S. Indian train school at Santa Fe is that of chief clerk, is preparing to leave. Mr. Voetter will first go to Washington to call at the department of state and receive his instructions, and will probably stop in this city on his way to Saltillo, when returning, while Mrs. Voetter will probably remain in Santa Fe until the first of December.

There is coal in sight to keep the company in active operations for a hundred years according to the statement of experts. The camp is

named after President Koehler of the American Brewing company of St. Louis, Mo., who is the president of the mining company.

The mining company is erecting many fine public buildings for the promotion of the interests of its employees, they have just finished a large two-story school building and furnished it at their own expense.

**Health in the Canal Zone.** The high wages paid make it a mighty temptation to our young Americans to join the force of skilled workmen needed to construct the Panama Canal. Many are restrained however by the fear of fevers and malaria. It is the knowing ones—those who have used Electric Bitters, who go there without this fear, well knowing they are safe from malarial influence with Electric Bitters on hand. Cures blood poison, too, biliousness, weakness and all stomach, liver and kidney troubles. Guaranteed by all druggists, 50c.

**CORPORATION FILES AMENDED CHARTER.** Santa Fe, N. M., Sept. 19.—The Sunny Slope Gold Mining company has changed its name to the Sunny Lazarus Mines company, according to a certificate of amendment to the articles of incorporation filed in the office of Territorial Secretary Nathan Ing. The principal office of the corporation is designated as Minneapolis, Minn., while the main office in New Mexico is at San Pedro, Santa Fe county, and the territorial agent is George W. Churchill.

A certificate of amendment to the articles of incorporation of the Con-

solidated Iron and Steel company has been filed in the territorial secretary's office changing its principal place of business from Santa Fe to White Oaks. R. B. Thomas is the territorial agent.

Don't neglect your stomach. At the first indication of trouble take something that will help it along in its work of digesting the food you eat. Kodol for indigestion and dyspepsia will do this. Sold by J. H. O'Reilly & Co.

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### FACTS

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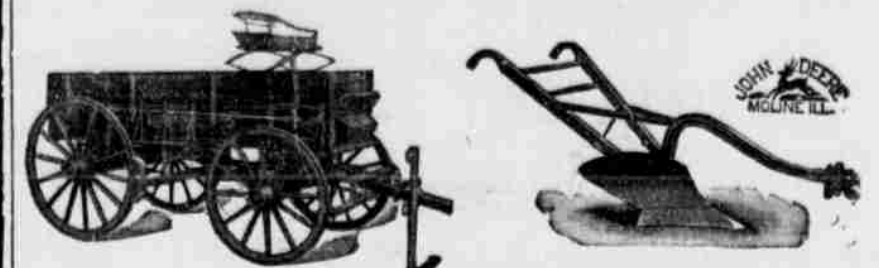
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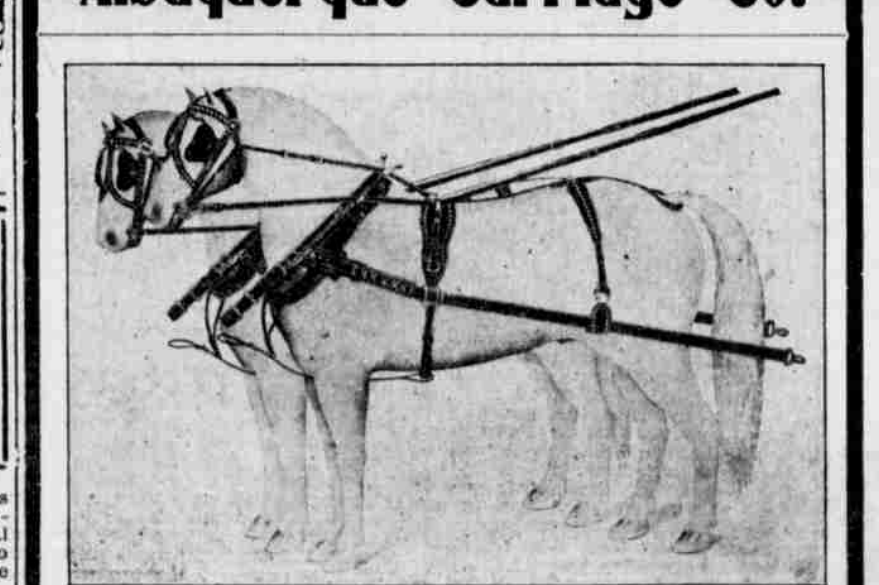
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